

PLANNING FOR DEVELOPMENT IN SOUTH PLACER COUNTY

Summary

INDUSTRIAL PARK

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TJKM Traffic Consultants

EXISTING
URBAN AREA BDRY

March 1981

ROSENVILLE

Antelope

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PLANNING FOR DEVELOPMENT
IN SOUTH PLACER COUNTY

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March 1981



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CHAPTER I

SUMMARY AND RECOMMENDATIONS

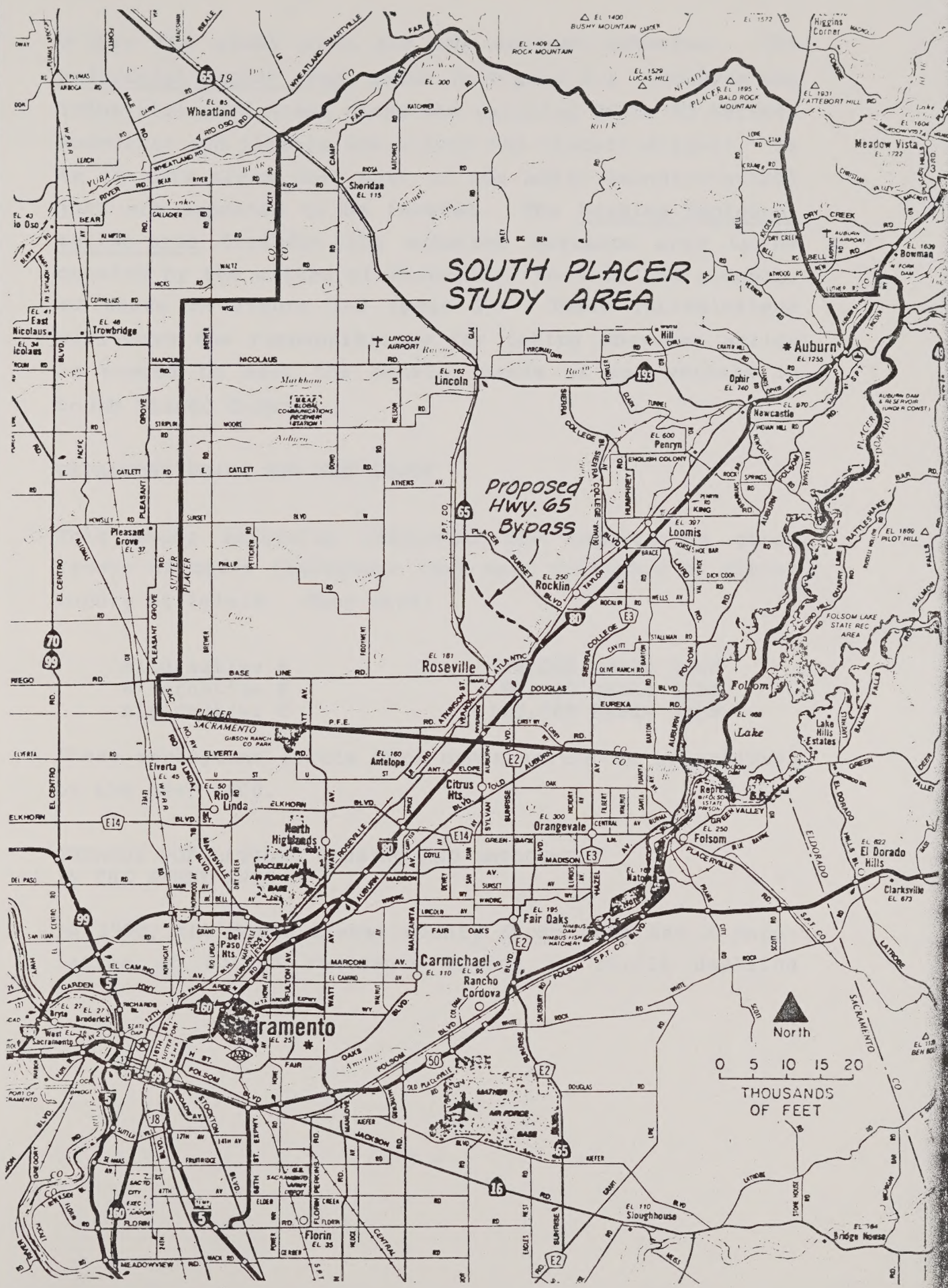
This report discusses the implications of employment growth in basic industries in south Placer County for housing demand, land use, traffic, air quality, fiscal conditions and local government staffing in the county. The study it describes was undertaken as a first step in a comprehensive planning effort intended to enable the cities of Roseville, Rocklin and Lincoln and the County of Placer to anticipate the amount of growth that may occur if the Route 65 Bypass is constructed and to accommodate that growth in the least environmentally-damaging manner. The results of this study will be used by local and state agencies as starting points for further planning efforts.

THE STUDY AREA

The South Placer County Study Area includes the portion of Placer County generally west of State Route 49 (except in the vicinity of the City of Auburn), as shown in Figure I-1. It includes four cities - Roseville, Rocklin, Lincoln and Auburn - as well as unincorporated county lands.

SOUTH PLACER STUDY AREA

Proposed
Hwy. 65
Bypass



Within the study area are two defined subareas. The industrial impact area, shown in Figure I-2 includes the industrial park areas along the existing Route 65 between Roseville and Lincoln and around the Lincoln airport. It is in this areas that most of the basic (manufacturing) jobs are expected to be located. The housing implementation area includes the expected ultimate area to be covered by the cities of Roseville, Rocklin and Lincoln, as shown in Figure I-3 (page 5). These jurisdictions will have the responsibility for taking whatever action is needed to meet the housing needs of new workers in south Placer County.

DEPARTURE POINT FOR THE STUDY

This study initially addressed the impacts of three levels of basic employment that were specified by Placer County officials. They were:

Alternative A	30,000 basic jobs
Alternative B	60,000 basic jobs
Alternative C	120,000 basic jobs

These employment levels were hypothesized to be achieved by the year 2000.

CURRENT POPULATION, HOUSING AND EMPLOYMENT IN THE STUDY AREA

In 1980, the South Placer County Study Area had a population of 87,243 residents living in 34,124 dwelling

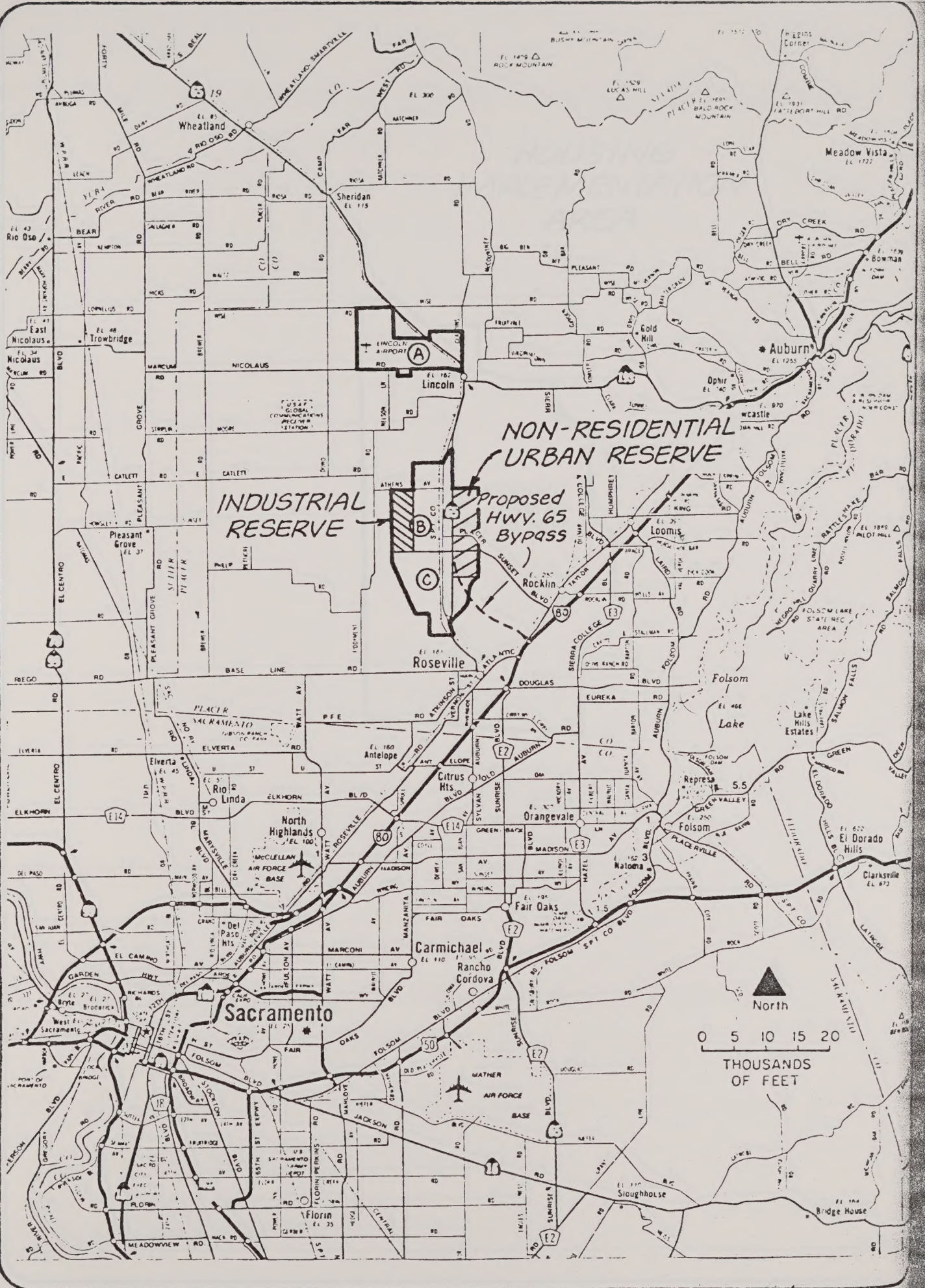


FIGURE 1-2

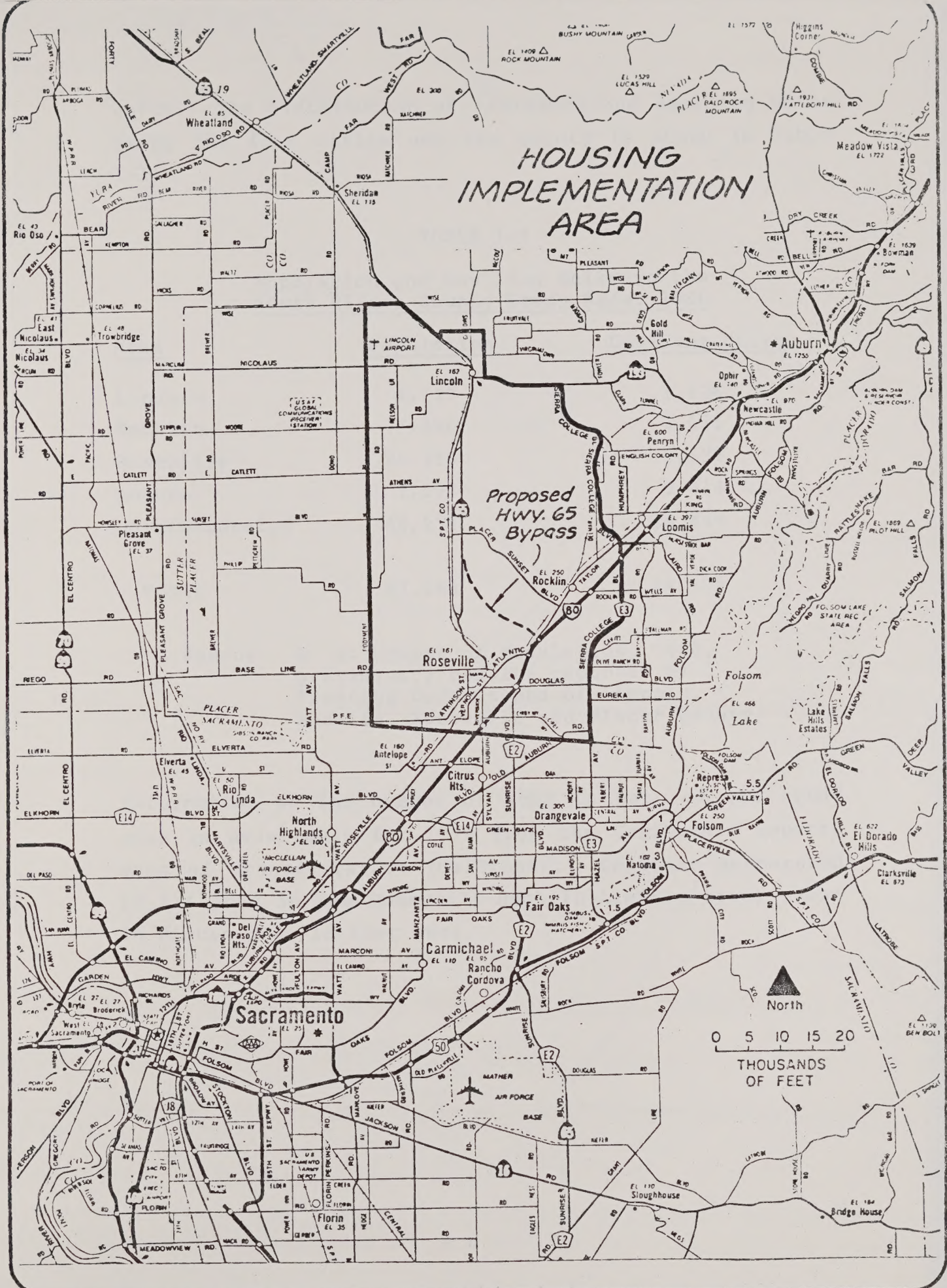


FIGURE 1-3

units. The distribution of residents and dwelling units among the four cities and the county is shown in Table I-1.

TABLE I-1

Population and Dwelling Units in the
South Placer County Study Area: 1980

<u>Area</u>	<u>Population</u>	<u>Dwelling Units</u>
Lincoln	4,127	1,636
Rocklin	7,298	3,031
Roseville	24,250	9,597
Auburn	7,297	3,414
Unincorporated	44,271	16,446
TOTAL	87,243	34,124

Source: U. S. Census of Population, 1980,
preliminary results reported by
Planning Departments of Lincoln,
Rocklin, Roseville and Placer County.

Information on the number of jobs in part of the study area is available for 1979 from the California Department of Transportation (CalTrans). CalTrans enumerated 17,114 jobs in the Roseville-Rocklin-Lincoln area, shown in Figure I-4, in that year.

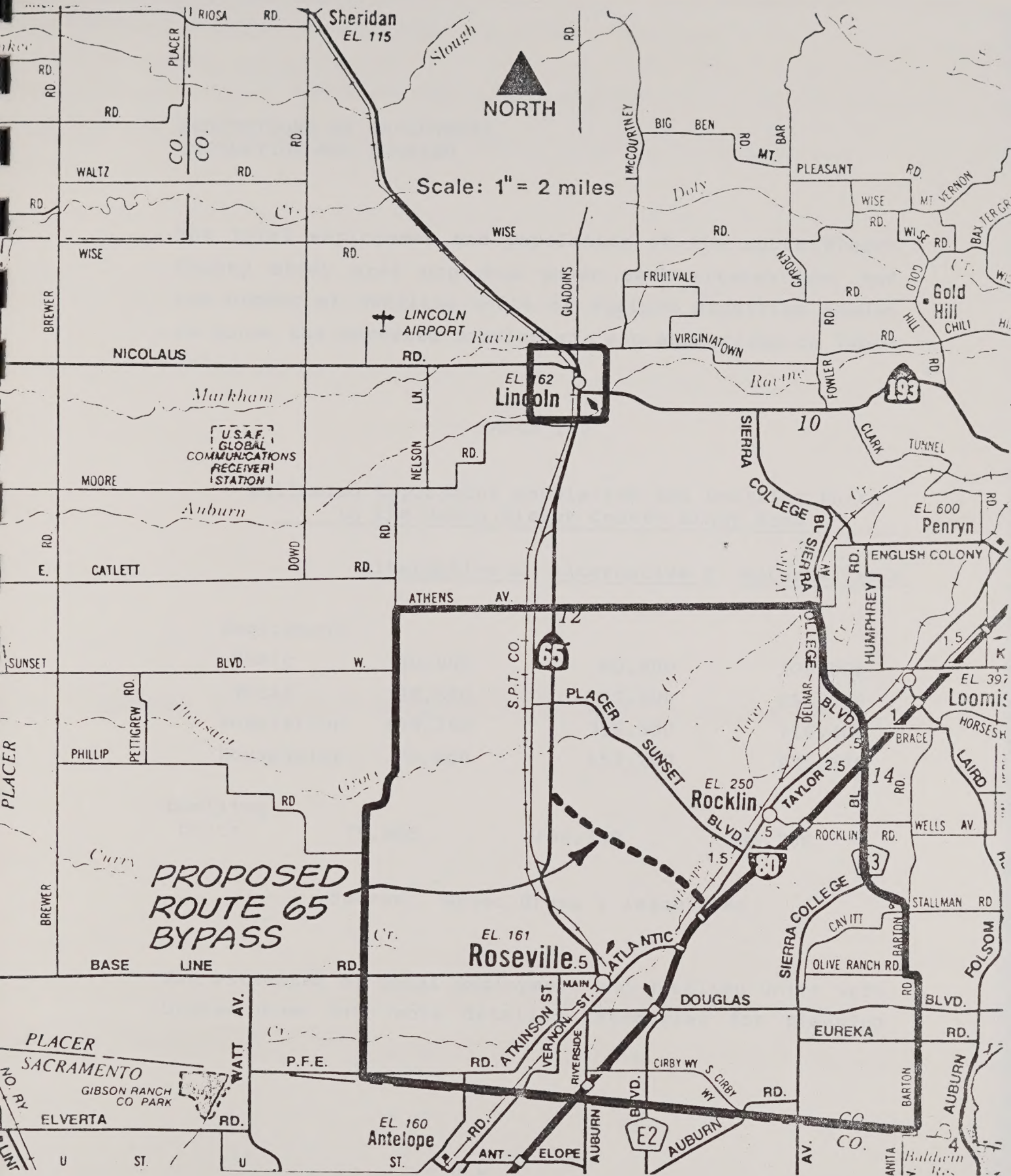


FIGURE I-4 Lincoln-Rocklin-Roseville Employment Map (CalTrans)

PROJECTIONS OF EMPLOYMENT,
POPULATION AND HOUSING

The total employment and population of the south Placer County study area expected under each alternative, and the number of dwelling units of various densities needed to house the expected population, are summarized in Table I-2.

TABLE I-2

Estimated Employment Population and Dwelling Units
in the South Placer County Study Area

	<u>Alternative A</u>	<u>Alternative B</u>	<u>Alternative C</u>
Employment			
Basic	30,000	60,000	120,000
Total	88,500	177,000	354,000
Population	199,100	398,300	716,400
Households	76,600	153,200	275,670
Dwelling Units	79,665	159,330	286,700

Source: Gruen Gruen + Associates

The estimates of total employment and dwelling units were broken down into more detailed categories for planning

purposes. The employment projections were detailed by sector to enable estimates to be made of the acreage needed for each type of land use, as shown in Table I-3.

The projections of dwelling units needed were broken down into density ranges. Density ranges and the number of units in each range were defined so that expected prices of new dwelling units would correspond to the expected incomes of study area residents. The number of new units needed, by type, is shown in Table I-4 (page 10).

TABLE I-3

Detailed Employment Estimates
for South Placer County Study Area

	<u>Alternative A</u>	<u>Alternative B*</u>	<u>Alternative C</u>
Land-demanding sectors			
Industrial Land			
Manufacturing	30,000	60,000	120,000
Wholesale Trade	2,900	5,300	13,100
SUBTOTAL	32,900	65,300	133,100
Commercial/office land			
Retail Trade	14,700	27,900	51,200
Finance-insurance- real estate	2,900	6,000	11,700
Services	11,900	27,700	69,700
Government	12,300	24,500	55,700
SUBTOTAL	41,800	86,100	188,300
Non-land-demanding sectors			
Mining	100	100	100
Construction	8,200	17,000	16,800
Transportation-public utilities	5,700	9,000	15,700
SUBTOTAL	14,000	26,100	32,600
TOTAL	88,500	177,000	354,000

Note: Details may not add to totals because of rounding.

Source: Gruen Gruen + Associates

TABLE I-4

New Dwelling Units Needed in the
South Placer County Study Area, by Type

	<u>Alternative A</u>	<u>Alternative B</u>	<u>Alternative C</u>
Total Units Needed	79,665	159,330	286,700
Existing Units	34,125	34,125	34,125
New Units Needed	44,540	125,205	252,575
New Units Needed, by Type			
Detached			
0-6 units/acre	17,210	45,125	79,205
6-8 units/acre	3,550	10,310	28,830
SUBTOTAL	20,760	55,435	103,035
Attached			
8-12 units/acre	1,725	4,520	7,930
12-18 units/acre	4,415	12,855	29,715
18-25 units/acre	6,505	18,915	43,695
25-40 units/acre	12,135	33,485	68,195
SUBTOTAL	24,780	69,775	149,535

Source: Gruen Gruen + Associates

FOCUS ON ALTERNATIVE A

Initial analyses of the land use, traffic and air quality impacts of the three alternatives revealed that Alternatives B and C would overload the south Placer transportation network even under the most favorable assumptions (for example, estimated traffic on the Route 65 Bypass would have created the need for an 8-lane road under Alternative B and a 16-lane road under Alternative C), and that mitigation measures - including street widenings,

public transit and other actions to reduce automobile traffic - would be insufficient to alleviate that overload enough to make traffic conditions acceptable. For that reason, the latter portions of the study were focused on planning for Alternative A (30,000 basic jobs), and the land use, transportation, air quality and fiscal analyses were refined only for that alternative.

REQUIRED CHANGES IN LAND USE PLANS

The General Plans for the cities of Roseville, Rocklin and Lincoln currently designate a greater amount of land for urban development than is expected to be needed to accommodate the growth expected under Alternative A. This overage, the dimensions of which are summarized in Table I-5, results from three factors:

- There is more land designated for industrial development than would be required for the employment level expected (see Table I-3, page 9) given assumed average employment densities. Approximately 5,500 acres of land currently designated for industrial use would not be needed for Alternative A.
- There is more land designated for commercial development than would be required for the employment level expected (see Table I-3, page 9) given

TABLE I-5

Estimated Excess Land Currently Designated
for Urban Use: Roseville-Rocklin-Lincoln

<u>Use</u>	<u>Excess (Insufficient) Acreage*</u>
Residential	
0-6 units/acre	1,542
6-8 units/acre	1,894
8-12 units/acre	(38)
12-18 units/acre	(202)
18-25 units/acre	(376)
25-40 units/acre	(455)
SUBTOTAL - RESIDENTIAL	2,365
Commercial	564
Industrial	5,504
TOTAL	8,433

*Numbers in parentheses indicate insufficient acreage.

Source: George S. Nolte and Associates

assumed average employment and development densities. About 500 acres of land currently designated for commercial use is estimated to be unneeded.

- There is more land designated for residential development than is expected to be needed. Current plans would accommodate approximately the total number of dwelling units required to meet anticipated demand, but they provide too many acres for detached

lower-density dwelling units and not enough acres for attached, higher-density units. Specifically, this study estimates that about 23,000 more detached units are currently allowed than will be demanded and about 20,000 fewer attached units are currently allowed than will be demanded. Because attached units require less land for an equal number of units, the amount of excess land currently designated for residential use is 2,365 acres. This figure includes an allowance for 20% overzoning.

For purposes of the traffic and fiscal analyses, the overall change in land use was distributed among the three cities and Placer County. It is emphasized here that this distribution was made for study purposes only and that the actual changes in land use entitlement - particularly to allow sufficient development of attached dwelling units but also to reduce the area designated for other types of development, if desired - must be decided upon by local government officials. The distribution assumed here is summarized in Table I-6.

TABLE I-6

Assumed Distribution of Growth Among
Study Area Jurisdictions

	<u>Percent of Growth Located in:</u>				
	<u>Lincoln</u>	<u>Rocklin</u>	<u>Rose- Ville</u>	<u>Placer County*</u>	<u>Total</u>
Residential	13	20	40	27	100
Commercial	20	30	50	0	100
Industrial	20	0	50	30	100

*Loomis Basin.

Source: George S. Nolte and Associates

IMPACTS OF EXPECTED DEVELOPMENT

Traffic and Transportation

New industrial, commercial and residential development in south Placer County will increase the traffic loads on major roads in the study area. Estimated traffic volumes at present and in the year 2000 on selected roads are shown in Table I-7.

TABLE I-7

Current and Estimated Future Traffic Volumes
on Selected Major Roads

<u>Road</u>	<u>Location</u>	<u>Traffic Volume</u>	
		<u>Existing</u>	<u>2000</u>
Riverside Av/Rt 65	Cirby-Douglas	20,500	22,000
Route 65	Atlantic-Baseline	22,000	27,000
	Baseline-Junction	11,000	26,300
	Athens-Moore	8,800	35,500
	Baseline-Junction	1,500	30,200
Foothills Blvd.	Sunrise-Huntington	18,100	30,000
Baseline Rd.	Fiddymment-Cook Riolo	1,700	8,000
	Foothill-Rt. 65	4,900	18,000
	South of County Line	2,900	20,400
Roseville Rd.	Taylor-West Sunset	2,600	23,500-34,500
Sunset Blvd.	Elkhorn-County Line	48,500	162,400
	Cirby-Douglas	41,000	162,200
	Atlantic-Taylor	53,000	191,200
	NE of Taylor	43,000	165,900
	NE of Sunset	7,800	25,300
Taylor Road			

Source: TJKM

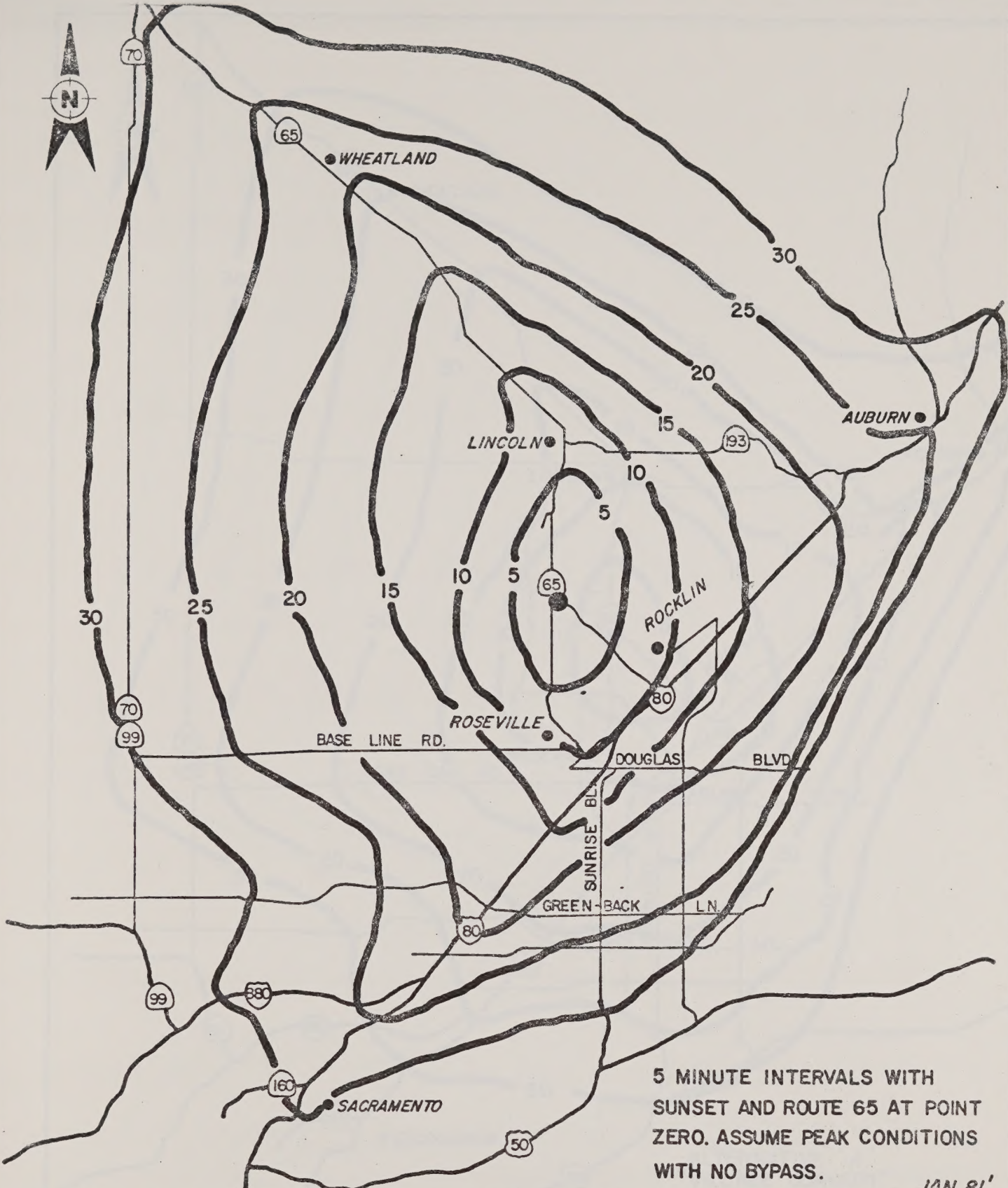
The projected traffic volumes on several study area streets would exceed the capacities of those streets as they exist now. Examples are Foothills Boulevard in Roseville, the underpass under the railroad tracks between Atkinson and Vernon Streets in Roseville and Taylor Road in Rocklin. Traffic on the Route 65 Bypass would exceed the design capacity of that road. Traffic volumes on approach routes from Sacramento - primarily Interstate 80 - would reduce the 30-minute commute distance in that

direction from approximately downtown Sacramento (existing traffic volumes; Figure I-5) to the Interstate 80-880 junction if 10% of south Placer workers lived in Sacramento County and full improvements were made to Interstate 80 (Figure I-6, page 18). If 30% of south Placer workers lived in Sacramento County and no improvements were made to Interstate 80, then the 30-minute commute distance would lie northeast of the Greenback Lane off-ramp (Figure I-7, page 19).

Air Quality

The expected increases in traffic loads will increase the presence of carbon monoxide and ozone in the study area, but these increases are not projected to create serious air quality problems in most cases. For carbon monoxide, federal standards establish that concentrations averaging 9 parts per million (ppm) should not be exceeded during any eight-hour period. Because data for existing carbon monoxide levels were limited and the analysis was based on a series of assumptions, this study identified a concentration of 6.5 ppm for growth-related emissions as an indicator of potential air quality problems. The only locations where future carbon monoxide levels were projected to exceed 6.5 ppm over eight hours were the segments of Interstate 80 north of Cirby Way and north of Atlantic Street.

Ozone problems in south Placer County are largely caused by precursor emissions in Sacramento County. South

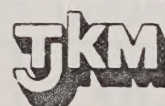


5 MINUTE INTERVALS WITH
SUNSET AND ROUTE 65 AT POINT
ZERO. ASSUME PEAK CONDITIONS
WITH NO BYPASS.

JAN 81'

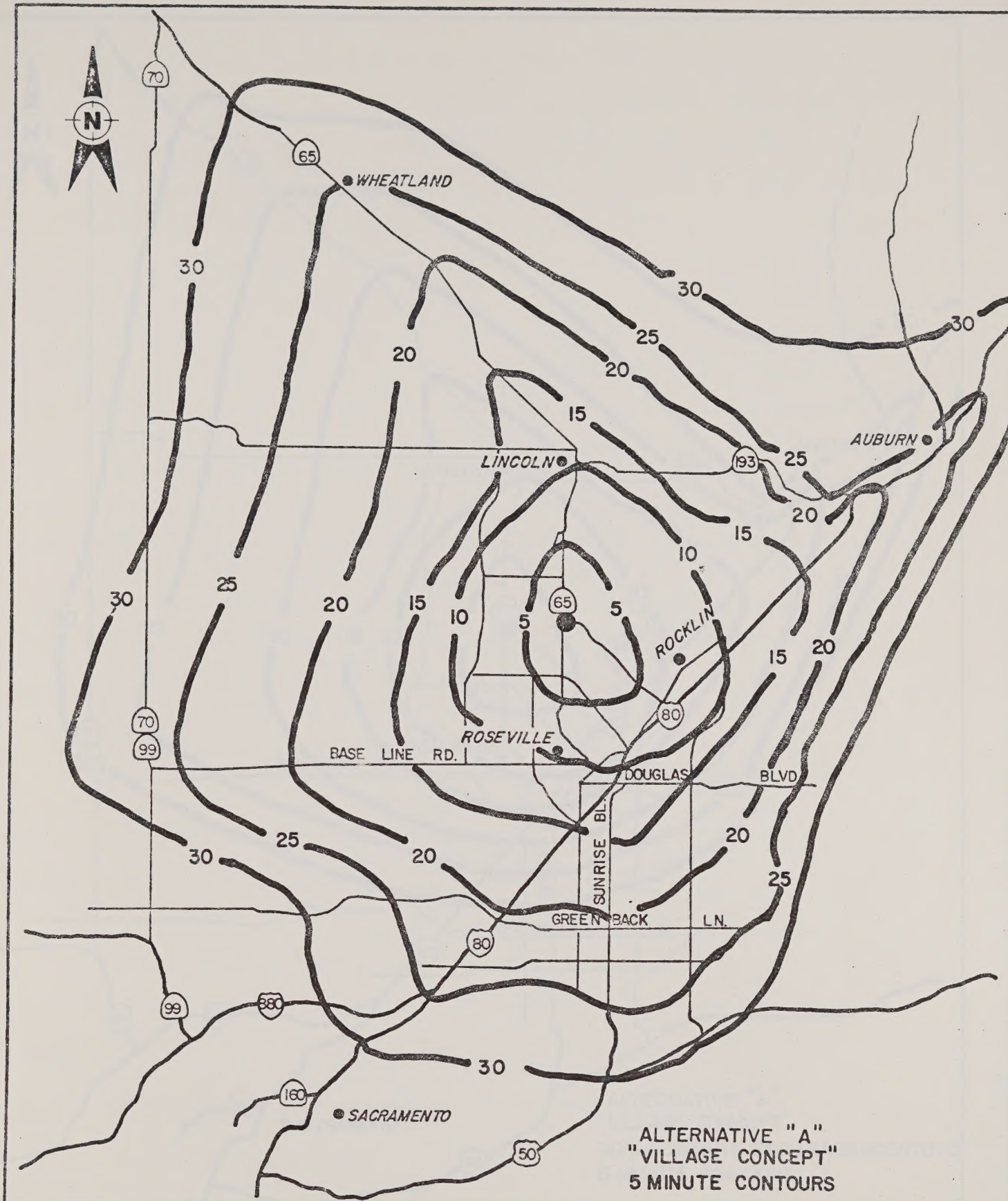
TIME CONTOUR MAP SOUTH PLACER COUNTY STUDY

EXISTING VOLUMES
NO ROADWAY IMPROVEMENTS



Walnut Creek, Ca.

FIGURE
I-5



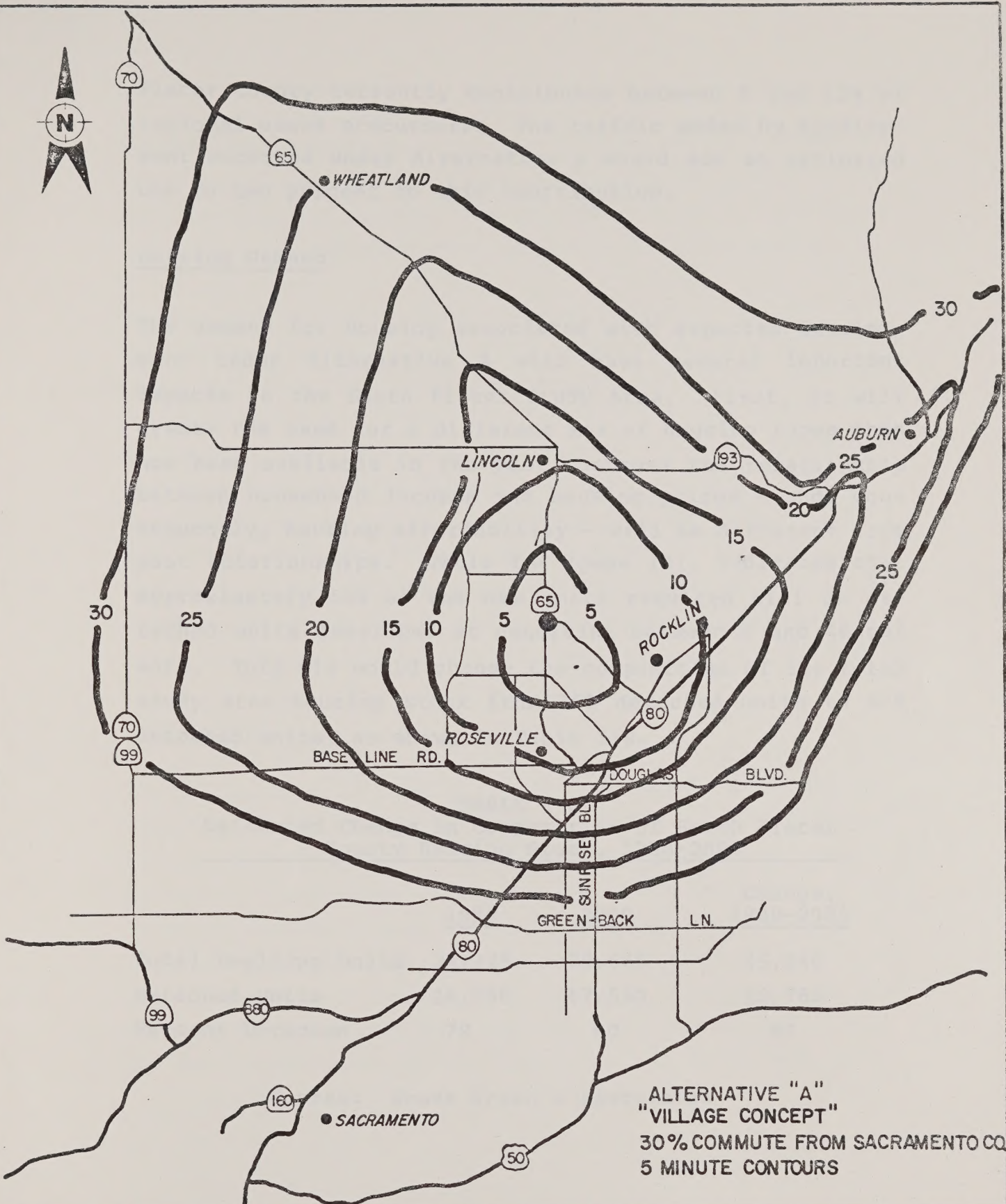
TIME CONTOUR MAP SOUTH PLACER COUNTY STUDY

YEAR 2000 VOLUMES
FULL ROAD IMPROVEMENTS



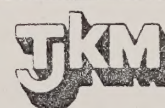
Walnut Creek, Ca.

FIGURE
I-6



TIME CONTOUR MAP SOUTH PLACER COUNTY STUDY

YEAR 2000 VOLUMES
NO IMPROVEMENTS ON I-80



Walnut Creek, Ca.

FIGURE
I-7

Placer County currently contributes between 5 and 15% of regional ozone precursors. The traffic added by development expected under Alternative A would add an estimated one to two percent to this contribution.

Housing Demand

The demand for housing associated with expected development under Alternative A will have several important impacts in the South Placer Study Area. First, it will create the need for a different mix of housing types than has been available in the past, because the relationship between household incomes and housing prices - and, consequently, housing affordability - will be different from past relationships. Table I-4 (page 10), indicates that approximately 54% of the new units required will be attached units developed at densities between 8 and 40 per acre. This mix would change the composition of the total study area housing stock from 79% detached units to 60% detached units, as shown in Table I-8.

TABLE I-8
Estimated Change in Composition of South Placer
County Housing Stock, 1980-2000

	<u>1980</u>	<u>2000</u>	<u>Change, 1980-2000</u>
Total Dwelling Units	34,125	79,665	45,540
Detached Units	26,790	47,550	20,760
Percent Detached	79	60	46

Source: Gruen Gruen + Associates

Second, the demand for housing associated with expected development under Alternative A will create upward pressure on housing prices because the demand for dwelling units will be stronger than it has been in the past.

Third, the relationship between housing prices and household incomes will be such that there is a significant need for assistance in finding and paying for affordable housing. According to the California Department of Housing and Community Development (HCD), a household should spend no more than 25% of its monthly income on housing, including mortgage payment or rent, taxes, insurance, utilities and maintenance. Depending on relative changes in incomes, housing prices and all other prices, the need for housing assistance is expected to range between 6,660 and 17,335 dwelling units/households.

Fiscal Conditions

Fiscal impacts of the hypothesized development pattern were analyzed for the cities of Roseville, Rocklin and Lincoln and the County of Placer based on the distribution of development shown in Table I-6 (page 14). The analysis covered annually-recurring costs and revenues as well as capital costs and one-time revenues for each of the four jurisdictions. The scope of the analysis was limited to operating and capital fund activities; thus, no enterprise fund activities, such as water and sewer

costs and revenues, were included. It may also be noted that school costs and revenues were not included.

The fiscal impact analysis was also limited by several other assumptions/constraints. The key assumption was that current revenue structures and levels of service (e.g., the number of police officers or acres of parks per 1,000 population) remain the same as they are now. The key limitation was that land and right-of-way costs were not included in cost estimates for capital facilities.

^ [The analysis indicated that for all development expected, all four jurisdictions could expect annually recurring revenues to exceed operating costs by a ratio of between two-to-one and three-to-one, as shown in Table I-9. Annually recurring revenues include property taxes, sales and use taxes, state and federal subventions, local taxes such as utility users taxes and property transfer taxes, licenses, permits, fines and interest, current service charges and miscellaneous other funds. Annually recurring (operating) costs are the expenditures for staff, materials and equipment/supplies needed to continue existing services.]

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TABLE I-9

Summary of Annual Costs and
Revenues in Selected Years*
(1981 Dollars)

		<u>1984-85</u>	<u>1999-2000</u>
Roseville	Costs	\$ 279,000	\$ 5,123,000
	Revenues	656,000	14,805,000
	Net	\$ 377,000	\$ 9,682,000
Rocklin	Costs	\$ 106,000	\$ 2,173,000
	Revenues	343,000	7,264,000
	Net	\$ 237,000	\$ 5,091,000
Lincoln	Costs	\$ 159,000	\$ 1,756,000
	Revenues	201,000	3,627,000
	Net	\$ 42,000	\$ 1,871,000
Placer Co.	Costs	\$ 948,000	\$16,079,000
	Revenues	2,518,000	37,368,000
	Net	\$1,570,000	\$21,289,000

*Costs and revenues from growth only. Figures are one-year estimates for specified years derived according to the assumptions described in the text.

Source: Ralph Andersen and Associates

The analysis also indicates that capital costs for all four jurisdictions are expected to exceed revenue available from development fees, as shown in Table I-10. This analysis does not assume that net revenues from operating budgets (summarized in Table I-9) are used to defray capital costs.

*HOUSING
INCREASE
MARKET VALUE*
162,000,000
529,000,000
984
1 Billion +
1 yr
2 yr
3
4

*com - \$800,000
100 - \$600,000*

*120 hrs
\$26 million per hour
CAPITAL*

*\$8 million deficit/yr -
Assuming 100% cap @ 2.*

TABLE I-10

Summary of Capital Costs and Revenues in Selected Years
(1981 Dollars)

		<u>1980-85</u>	<u>1995-2000</u>	<u>Cumulative Net 1980-2000</u>
Roseville	Costs	\$6,918,000	\$19,700,000	
	Revenues	1,213,000	11,772,000	
	Net	<u>-\$5,705,000</u>	<u>\$7,928,000</u>	-\$29,196,000
Rocklin	Costs	\$3,090,000	\$11,562,000	
	Revenues	1,206,000	10,341,000	
	Net	<u>-\$1,884,000</u>	<u>-\$1,221,000</u>	- \$2,914,000
Lincoln	Costs	\$1,296,000	\$ 6,882,000	
	Revenues	99,000	799,000	
	Net	<u>-\$1,197,000</u>	<u>-\$6,083,000</u>	-\$11,196,000
Placer Co.	Costs	\$5,328,000	\$15,281,000	
	Revenues	0	0	
	Net	<u>-\$5,328,000</u>	<u>-\$15,281,000</u>	-\$38,512,000

Source: Ralph Andersen and Associates

STRATEGIES FOR MITIGATING EXPECTED IMPACTS

This report identifies a number of strategies for coping with the expected impacts of development that are described on the preceding pages. These strategies are summarized below.

*EXISTING
Dw. Fees*

*NEW OR
SCHOOLS*

Recognized

Each transaction should A

PER. IMPACT ANALYSIS

PER. ON EACH PROJECT -

UNDER CONSIDERATION

Traffic and Transportation

The expected traffic loads on major arterial streets may be reduced by the successful implementation of transportation system management (TSM) actions. TSM actions are methods of either reducing traffic volumes or facilitating the movement of traffic. TSM actions that could be used to alleviate potential traffic overloads in the south Placer County study area are provision of a bus system, van pooling and car pooling, encouragement of bicycle use, school busing and the arrangement of land uses to maximize the feasibility of walking trips. Measures needed to support these TSM actions include land use planning to assure that higher-density residential development is close to bus routes, work hour management ("flex-time"), park and ride arrangements, parking management, ride-sharing services, ramp metering, preferential vehicle lanes, auto-controlled zones and transportation coordinators at places of employment. In all, it is estimated that TSM actions and support measures could combine to reduce vehicular traffic by 36%. The estimated contribution of each action to this reduction is shown in Table I-11. The reduction in traffic volumes would reduce the cost of required street improvements by an estimated \$40 million, from \$210 million to \$170 million.

TABLE I-11

Estimated Reduction in Traffic Volume
Achievable via TSM Actions

<u>Action</u>	<u>Percent Reduction in Peak Hour Vehicular Trips</u>
Bus system	8
Van and bus pools	8
Car pools	12
Bicycles	1
School busing system	1
Planned community development	6
TOTAL	<u>36</u>

Source: TJKM

It is recognized that the full 36% reduction in traffic volumes must be implemented over the 20-year study period and cannot, in contrast, be achieved immediately. Effectiveness of the TSM package over time is estimated in Table I-12.

TABLE I-12

Effectiveness of TSM Actions Over Time

<u>Period</u>	<u>Cumulative Percent Reduction in Traffic Volumes</u>
1980-1985	3
1985-1990	12
1990-1995	23
1995-2000	36

Source: TJKM and CalTrans Ridesharing

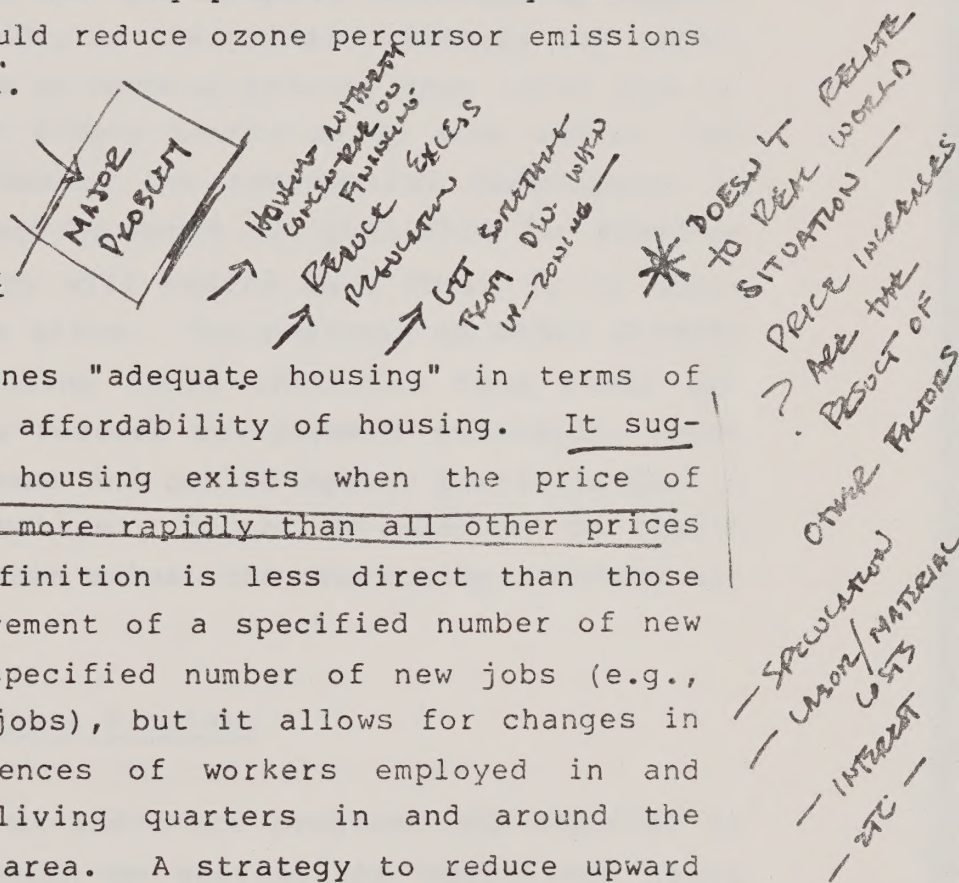
Air Quality

The TSM actions described above will be major contributors to reductions in the impacts of development on carbon monoxide and ozone levels in the study area. The air quality analysis completed for this study indicates that the TSM package could reduce carbon monoxide emissions along Interstate 80 - the only problem area - by five to eight percent and could reduce ozone precursor emissions by one to two percent.

Housing Demand

Job/Housing Link

This study defines "adequate housing" in terms of the availability and affordability of housing. It suggests that adequate housing exists when the price of housing increases no more rapidly than all other prices over time. This definition is less direct than those which rely on achievement of a specified number of new dwelling units per specified number of new jobs (e.g., one unit per three jobs), but it allows for changes in the consumer preferences of workers employed in and households seeking living quarters in and around the south Placer County area. A strategy to reduce upward pressure on housing prices in south Placer County - and thereby maintain housing affordability - is described below.



Reducing Pressure on All Housing Prices

Upward pressure on housing prices results from an excess of demand for housing over available supply. The unavailability of land for housing development - either because an insufficient amount is zoned for residential development or because an insufficient amount is serviced or permitted to be serviced by urban infrastructure - is an important reason for the frequent shortage of supply. This study recommends, as the primary strategy for reducing upward pressure on housing prices, that local governments in the south Placer County study area assure that 120% of the land needed for residential development in each density category be zoned and available for development. This strategy will assure that there is no shortage of developable sites. The analysis of other strategies to reduce housing costs indicates that other approaches - such as reduced development standards, expedited processing times and public agency participation in providing infrastructure - cannot be expected to result in lower housing costs unless the overzoning strategy has been implemented.

Housing Assistance Programs

Existing federal and state programs are expected to make some contribution to meeting the identified needs for housing assistance. The State Department of Housing and Community Development lists the following as the most promising existing programs:

Community Development Block Grants (federal program)

HUD 701 Planning Grants (federal program)

Inclusionary zoning (local program)

State surplus lands acquisition (state program)

Rural Land Purchase Fund loans (state program)

Land banking, with help from several Farmers' Home Administration programs

Section 8 Moderate Rehabilitation (federal program)

Section 502 and 504 rehabilitation (federal program)

SB99 Tax-exempt bonds (state-local program)

HCD notes, however, that the availability of some programs may change depending on the final contents of the federal budget.

This study recommends the implementation of a new, locally-run program to provide dwelling units for households needing assistance. The program specifies that a development fee would be levied on all industrial and commercial construction, and that the proceeds of that fee would be used to acquire sites for assisted housing

6.1% rate
35 million
over period

and to provide infrastructure to those sites. It is estimated that the recommended fee - four percent of construction costs, not to exceed \$1 per square foot in 1981 dollars - would be sufficient to acquire and provide infrastructure to sites for about 13,000 dwelling units. The sites would then be auctioned to developers who commit to build a specified number of dwelling units to be sold or rented at or below a specified maximum price. For sales units, the local governments would offer mortgage subsidies financed via SB99 (tax-exempt) revenue bonds.

Fiscal Impacts

The most important strategy to minimize or avoid adverse fiscal impacts of new development is the establishment of special development fees to provide for needed capital facilities. Table I-13 lists the fees that would be required to meet estimated capital improvement costs.

TABLE I-13

Special Development Fees¹ Required to Cover
Capital Improvement Costs

<u>Jurisdiction</u>	<u>Fee</u>
Roseville	1.65% of construction costs
Rocklin	0.33% of construction costs
Lincoln	1.57% of construction costs
Placer County	1.24% of construction costs ²

¹ These fees are distinct from the housing assistance fees described above.

² This amount could be reduced if development elsewhere in the county provides revenue that can be used in the study area.

Source: Ralph Andersen and Associates

Fiscal impact analyses should be conducted on a comprehensive, cumulative basis rather than a project-by-project basis to yield an accurate picture of the overall effects of growth on local treasuries.

Organization and Staffing for Local Planning

To assure that expected growth is planned for in a comprehensive manner and development proposals are processed expeditiously, the local agencies should continue their current cooperative planning efforts and should consider establishing an advance planning unit to provide services for all four local agencies.

CONCLUSION

This study is a first step in the ongoing process of planning for future growth related to expected electronics industry and other basic economic growth in the South Placer County Study Area. The strategies outlined above, if implemented, will enable the County of Placer and the cities of Roseville, Rocklin and Lincoln to accommodate that growth in a well thought-out manner. It is of vital importance that the cities and county continue to monitor conditions in the study area and maintain a broad perspective on potential future developments in order to maintain the quality of life in south Placer County as the expected growth occurs.

South Placer Task Force

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Placer Bypass Plans Earn Praise From State

By Jeff Rabin
Bee Capitol Bureau

The California Transportation Commission was told Thursday that south Placer County officials have made "rather remarkable progress" in planning for future growth though tough decisions remain if construction of the Highway 65 bypass is to proceed.

The commission last year conditioned approval of the 3.4-mile-long roadway on coordinated local government action to avoid the same housing and transportation problems that afflict rapidly growing areas of Santa Clara and Orange counties.

The Highway 65 bypass would connect Interstate 80 with a growing industrial area north of Roseville where Hewlett-Packard is building a major electronics plant. Hewlett-Packard expects to have 22,000 employees in Roseville by the year 2000.

A San Francisco consulting firm, hired by Placer County and the cities of Roseville, Rocklin and Lincoln, predicted earlier this year that large-scale electronics industry expansion could boost south Placer County's population from its present 87,200 to 199,100 by the turn of the century.

Robert Remen, the commission's deputy executive officer, said local government representatives last week approved a series of planning policies that provide "a very solid foundation to move forward with."

Three months ago Remen warned the commission that local governments had fallen behind in meeting the conditions imposed on the Highway 65 project. He had nothing but praise for local officials Thursday,

but noted, "the hard work is not at all behind us."

Peter Hill, chairman of the South Placer Policy Committee, submitted nearly 20 pages of policy statements detailing local government responsibility for planning in the Roseville-Rocklin-Lincoln area.

"We feel we have accomplished at least the interim activities we said we would do by September," he said.

Hill, Rocklin vice mayor, provided a blueprint for local government actions leading up to the commission's December meeting at which the bypass project will be reconsidered.

Despite the upbeat nature of Thursday's meeting, South Placer Policy Committee coordinator David Wade said local officials must grapple with tough issues in the next three months.

"We really haven't started yet," Wade said. "The real hard questions are still in front of us."

He noted a formula linking creation of new jobs with construction of affordable housing must still be adopted.

The job-housing link, required by the Transportation Commission, is intended to prevent employment growth from outstripping the housing supply.

A serious jobs-housing imbalance in Santa Clara County's Silicon Valley has forced workers to commute long distances and has sent housing prices soaring to the point where industries find it difficult to attract new employees.

In addition to the jobs-housing formula, air quality, land use, transportation and public financing questions must still be addressed, according to the policy committee's outline.

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